

Practitioner's Docket No. 115699-31



3617g  
PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re application of: Forbes, James W.

Application No.: 09/804,050

Group No.: 3617

Filed: 03/12/2001

Examiner: Olson, Lars A.

For: DROPPED DECK CENTER BEAM RAIL CAR

Assistant Commissioner for Patents  
Washington, D.C. 20231

AMENDMENT TRANSMITTAL

1. Transmitted herewith is an amendment for this application.

STATUS

2. Applicant is other than a small entity.

EXTENSION OF TERM

3. The proceedings herein are for a patent application and the provisions of 37 C.F.R. 1.136 apply. Applicant petitions for an extension of time under 37 C.F.R. 1.136 (fees: 37 C.F.R. 1.17(a)(1)-(4)) for two months:

Fee: \$400.00

**CERTIFICATION UNDER 37 C.F.R. ' 1.8(a) and 1.10\***  
(When using Express Mail, the Express Mail label number is *mandatory*;  
Express Mail certification is *optional*.)

I hereby certify that, on the date shown below, this correspondence is being:

MAILING

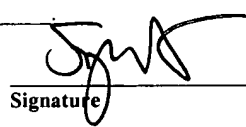
☒ deposited with the United States Postal Service in an envelope addressed to the Assistant Commissioner for Patents, Washington D.C. 20231  
37 C.F.R. § 1.8(a)  
☒ with sufficient postage as first class mail.

37 C.F.R. § 1.10\*  
G as "Express Mail Post Office to Addressee"  
Mailing Label No. \_\_\_\_\_ (mandatory)

TRANSMISSION

G facsimile transmitted to the Patent and Trademark Office, (703) \_\_\_\_\_

Date: 5 June 2002

  
Signature

Stephen L. Grant  
(type or print name of person certifying)

\* Only the date of filing (' 1.6) will be the date used in a patent term adjustment calculation, although the date on any certificate of mailing or transmission under ' 1.8 continues to be taken into account in determining timeliness. See ' 1.703(f). Consider "Express Mail Post Office to Addressee" (' 1.10) or facsimile transmission (' 1.6(d)) for the reply to be accorded the earliest possible filing date for patent term adjustment calculations.

### FEE FOR CLAIMS

4. The fee for claims (37 C.F.R. 1.16(b)-(d)) has been calculated as shown below:

	(Col. 1)	(Col. 2)	(Col. 3)	OTHER THAN A SMALL ENTITY			
	CLAIMS REMAINING AFTER AMENDMENT	HIGHEST NO. PREVIOUSLY PAID FOR	PRESENT EXTRA	RATE	ADDIT. FEE		
TOTAL	47	— 48	= 0	x \$ 18.00	= \$	0.00	
INDEP.	3	— 4	= 0	x \$ 84.00	= \$	0.00	
FIRST PRESENTATION OF MULTIPLE DEP. CLAIM				+ \$ 0.00	= \$	0.00	
TOTAL ADDIT. FEE					\$	0.00	

No additional fee for claims is required.

### FEE PAYMENT

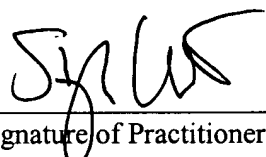
5. Attached is a check in the sum of \$400.00.

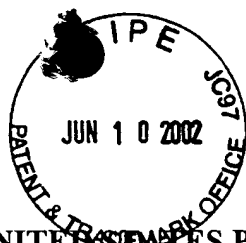
### FEE DEFICIENCY

6. An additional extension and/or fee is required, charge Account No. 15-0450.

Date: 5 June 2002

Reg. No.: 33,390  
Tel. No.: 330-864-5550  
Customer No.: 021324

  
\_\_\_\_\_  
Signature of Practitioner  
Stephen L. Grant  
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1225 West Market Street  
Akron, OH 44313-7188



Attorney's Docket 115699-31

#16/A Ext of  
J. J. J. J. J.  
2/2/02

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE**

Applicant: Forbes Examiner: Olson, L.K.G.  
Ser. No.: 09/804,050 Art Group: 36176  
Title: DROPPED DECK CENTER BEAM RAIL CAR  
Filed: 12 March 2001 Date: 5 June 2002

**RESPONSE TO OFFICE ACTION**

1) This letter is responsive to the Examiner's Office Action of January 30, 2002, and is filed contemporaneously with a check for a two month extension of time, extending the response date to 30 June 2002.

2) Amendments to the Disclosure

After the appended amendments, the amended paragraphs of the specification read as follows:

[0077] As shown in Figure 4f plates 212 and 214 terminate longitudinally inboard of the truck center at a location indicated as 'X1'. Similarly, the inboard, mid-span portion of webs 103 and 104 of center sill 36 ends at a location indicated as 'X2'. In the transition region, or portion, between 'X1' and 'X2', main sill 36 narrows on a taper defined by converging side sill web portions 215, 217. When viewed in the side view of Figure 4e, it can be seen that portions 215 and 217 are trapezoidally shaped, and that while main sill 36 is narrowing in the lateral direction, it is also deepening in the vertical direction, as noted above. Internal gusset plates 219, 221 are mounted inside center sill 36 at locations 'X1' and 'X2' and tend to maintain the desired sectional profile at the transition junctions. By providing this transition section, center sill 36 has a first, relatively wide portion extending longitudinally outboard from location 'X1', and a second, relatively narrow middle or waist, portion lying between 'X2' at either respective end of the car longitudinally inboard of the transition. In the preferred embodiment the outboard portion is 12 - 7/8" inside to suit the draft gear and coupler, and 14" outside, measured across the webs; the inboard portion is 9" inside and 10" outside width, measured across the webs.

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